

Detroit Intermodal Freight Terminal Study

Possible Questions/Responses

- Q. What is the purpose of this study?
- R. The **purpose** of the Detroit Intermodal Freight Terminal project is to support the economic competitiveness of southeastern Michigan, by improving freight transportation opportunities and efficiencies for business and industry. The **goal** is to develop a regional intermodal facility with sufficient capacity to provide for existing and future intermodal demand.
- Q. How long will this study take?
- R. This phase will be completed in early December 2001. If the project is deemed feasible, additional work will be undertaken in 2002.
- Q. Is there any money to make improvements?
- R. Yes. First, the state, the city of Detroit, and the railroads have and will continue to invest in the existing rail facilities. Additionally, the federal government, thanks to Congresswoman Kilpatrick and Congressman Dingell and other Michigan legislators, has made almost \$20 million available to invest in freight terminal development following receipt of environmental clearances. Federal money, along with additional state funds would be used to finance terminal development or expansion, railroad track improvement, and upgrades to roads and streets connecting the terminal area to nearby major highways.
- Q. Are you going to expand the freight terminal beyond the Junction Yard?
- R. A plan has been developed by MDOT that calls for establishing at least four separately-operated, intermodal terminals. Property including or adjacent to existing railroad-owned property, that is mostly zoned industrial or manufacturing, will be used to build rail-truck intermodal terminals.
- Q. What do you mean by "intermodal"?
- R. For purposes of this study, intermodal transportation means the movement of truck trailers or shipping containers to/from rail. An intermodal terminal is the place where the trailers/containers are loaded into, or unloaded from railcars.
- Q. What is the situation today?
- R. There are nine existing intermodal freight terminals in the Greater Detroit area and many are operating at or close to capacity. Detroit is already one of the top ten intermodal markets in North America. And, intermodal transportation is the fastest growing segment of the freight industry.

- Q. What's in this for me, the average taxpayer?
- R. A complex of intermodal terminals centered on the Junction Yard in southwest Detroit will be a more attractive location for investment, which will have regional benefits. The public will benefit from opportunities for economic development and from reduced highway congestion and pollution.
- Q. What's the benefit for me, a shipper?
- R. Shippers will benefit from increased competition and improved transportation service.
- Q. Who's involved in this project?
- R. Five groups: 1) MDOT; 2) a Project Steering Committee including Daimler-Chrysler, Ford and GM plus representatives of Detroit, Dearborn, Wayne County and SEMCOG and the federal government; 3) a local Advisory Council, which any citizen or group is welcome to join; 4) the railroads; and, 5) the consultant team, lead by The Corradino Group.
- Q. Will the public be involved?
- R. Yes. Five rounds of public meetings will be held from mid-March to mid-December 2001. Additionally, the Advisory Council is opened to the public. Its members will receive reports prior to the public at-large to provide input.
- Q. Where can I get more information?
- R. If you want any information at any time visit the Web site at www.mdot.state.mi.us/projects/dift/, or call 313-964-4543. Let us know if you or your group would like a special meeting and it will be arranged.